

NORTH VANCOUVER

BRITISH COLUMBIA.

**The BEGINNING of
A GREAT PORT**

(ILLUSTRATED.)

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STATISTICAL ETC.

City of North Vancouver

BRITISH COLUMBIA

(INCORPORATED 13th MAY, 1907)

SITUATION Latitude 49° 18' North; Longitude 123° 5' West; on the north shore of Burrard Inlet, which is 18 miles long. The new city is 20 miles north of the United States line, and opposite the City of Vancouver, which lies on the south side of the harbor, here about 2½ miles wide. Both Vancouver and North Vancouver are on the main basin of the harbor, which is deep, almost land-locked, sheltered on all sides by rising grounds, and with good outlet to the ocean.

CLIMATE Mild and humid. Summer, fine; winter, damp; rain alternating with generally slight frosts; one winter in twelve severe. Official records non-existent. The following figures for Vancouver give approximations:

TEMPERATURE: Mean, 49.77; Highest, 89.8; Lowest, 15.3.

PRECIPITATION: Spring, 6.99; Summer, 4.32; Autumn, 24.72; Winter, 23.02 inches.

For further particulars see page 17.

POPULATION: At Incorporation, 13th May, 1907, 1500.
One year later, 3000.

AREA: About 2400 acres.

ASSESSED VALUE REAL ESTATE: \$3,387,980.

DEBT: \$335,200, or any half debt allowed by Statute.

TAXATION: About 18½ mills in dollar. Improvements exempt. Local Improvement principle being introduced.

WATER SYSTEM: 20 miles.

ELECTRIC LIGHT SYSTEM: 20 miles. (Arc and Incandescent).

ELECTRIC RAILWAY SYSTEM: Operated, 6 miles. Electric power for industries.

COMMUNICATION: Ferry service to Vancouver half-hourly. Electric cars on three routes connect with ferry arrivals and departures. Telephone system connects with Coast cities. Wireless telegraph station. Fire department.

INDUSTRIES are those usual in new cities of this coast:—Lumber mills ship-building, minor enterprises.

Bank, newspaper, hotels, St. John's College, 3 schools, 6 churches, clubs, Horticultural and other Associations.

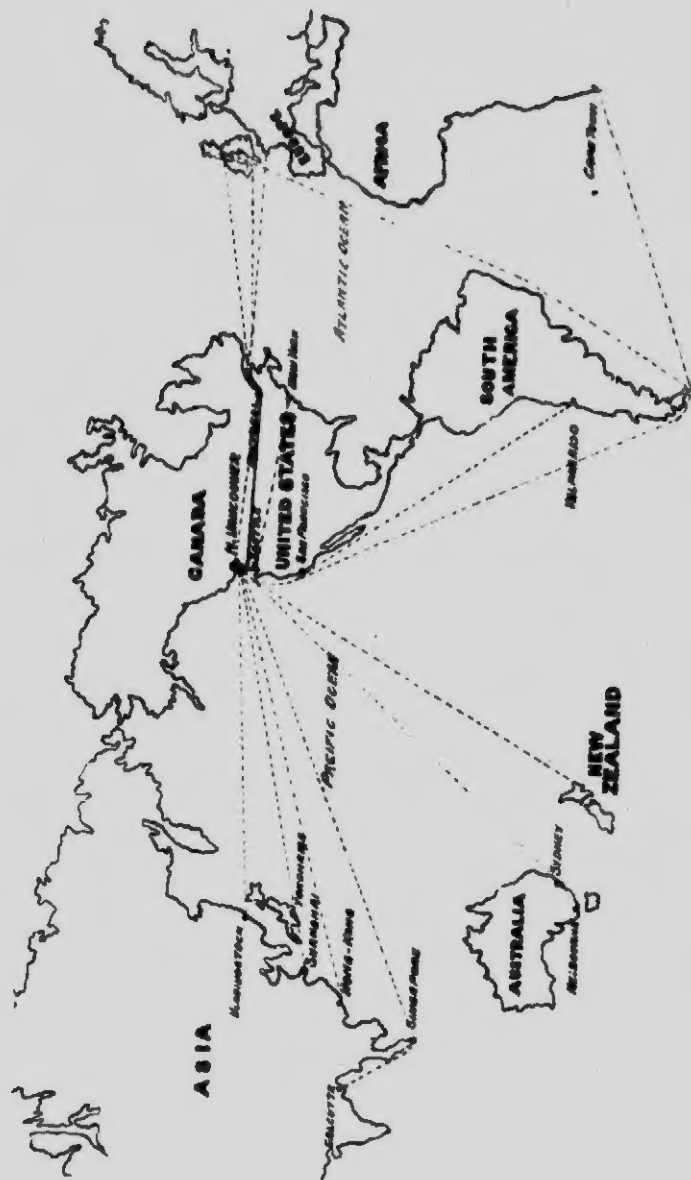
RAILROAD BASE 100 feet wide along the shoreline, fixed by fyled plans approved by Dominion Government—Not yet operated.

SIDEWALKS: 20 miles.



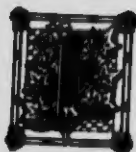
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HISTORY IN MAKING.

BURRARD INLET'S CONTRIBUTION.



IT falls to the lot of few spots to contribute so materially as Burrard Inlet to the world's progress, for on the Northeast Pacific Coast history is in the making—history not of fields of blood, where decisive carnage leaves ascendancy on the side of progress, nor yet history of intellectual movements, or of inventions fraught with influence on epochs, but history of a development of maritime ports unexampled in rapidity and accompanied by expansion of commercial intercourse over the broadest of oceans with the most extensive of seaboard.

THE GATEWAYS OF INFLUENCE.

Although Northern British Columbia and Alaska will doubtless in the future develop ports of consequence, at the present time **the commerce of the Pacific Ocean has only two first-rate approaches to the North American Continent, one at San Francisco, the other between British Columbia and the State of Washington.**

The commercial ascendancy of San Francisco has been favored by its early start as a city and by a coast line, inhospitable to vessels of deep draught, which extends for seven hundred miles northwards from the Golden Gate. When, however, this forbidding seaboard has been left to the south, parsimony of havens is succeeded by profusion, the Strait of Fuca forming the vestibule to a treasury of harborage, utilization of which cannot fail to exercise deep and enduring influence on the North American Continent, the peoples of Asia, and even the general commerce of the world. Between the 47th and 49th parallels of north latitude on the long succession of harbors constituting Puget Sound, the energy of the Republic is now stringing a galaxy of ports, while on Burrard Inlet the year 1907 has witnessed the birth of a second Canadian City—North Vancouver—to which geographical and political conditions promise early maritime prominence.

FIRST ADVANCE OF THE AGGRESSIVE FORCE.

When it is considered how growth of civilization is retarded by continual war or incessant turmoil, and how largely the commerce of the great ports of the world has contributed towards friendly relations between different countries, how enlightenment has followed along

the highways of commerce, since Babylonian culture was first carried by Phœnician vessels to Ionia and Greece, when this and all that commerce has done for peace and progress is borne in mind, it is not too much to say that **the birth of a great seaport is an important event in the history of civilization.**

The harborage of the Northwest Pacific is pregnant with a great coming era. Puget Sound and Burrard Inlet will yet change the face, the character, and the life of Eastern Asia. By the far reaching ramifications of their merchant marine, and the great growth in the volume of their ocean trade, Republic and Dominion have already had more than an incipient effect on the slumbrous desuetude of the Trans-Pacific. The carol of commerce has caught the ear of Cathay. From the foam-flecked coursers of the Pacific, unflagging on route and eager of achievement, the cheer of success has awakened the teeming littoral of the Orient to the advantages of international traffic.

THE HOSTILE CIVILIZATIONS.

On the American side is the tireless energy of the spirit of progress, with elective and responsible government, growingly swayed by the spirit which breathed through Judea from the heart of the universe—the new order in which public right grows to be public might, where altruism of countless shrines is half the cult—the order of the common weal, of the kingdom ever-coming which is the purpose of the cycles, for which rises the incense of christendom, and towards which, albeit errant and stumbling, the new civilization is benignly constrained by the forces of the Irresistible.

On the Asiatic side is the ancient order which lives in past accomplishment, having a system of government by the intellectual, a system ideal and salient in the annals of time, yet subordinated to despotism and influenced by a religion which experience has shown impotent to regenerate, a cult which the inexorable fiat of the world's progress has proven partial, anachronous, and inadequate to modern advancement; on the whole, an economy singularly barren of improved conditions for the governed, an order in which the spirit of administration is rapacious, in which judicial penalties are still atrocious tortures—a very ancient order—that of turbulent discipline, fear and stagnation, largely the order of primitive empires, the order of a passing world.

THE CONTEST.

Against this order the Pacific campaign of the twentieth century progresses. From reveille to last close in the contest neither cannon will be fired or blow struck at sentient being. The war is waged upon the Asiatic consciousness, a consciousness not only cemented and hard-set to the attainments of antiquity, but encusted in, and



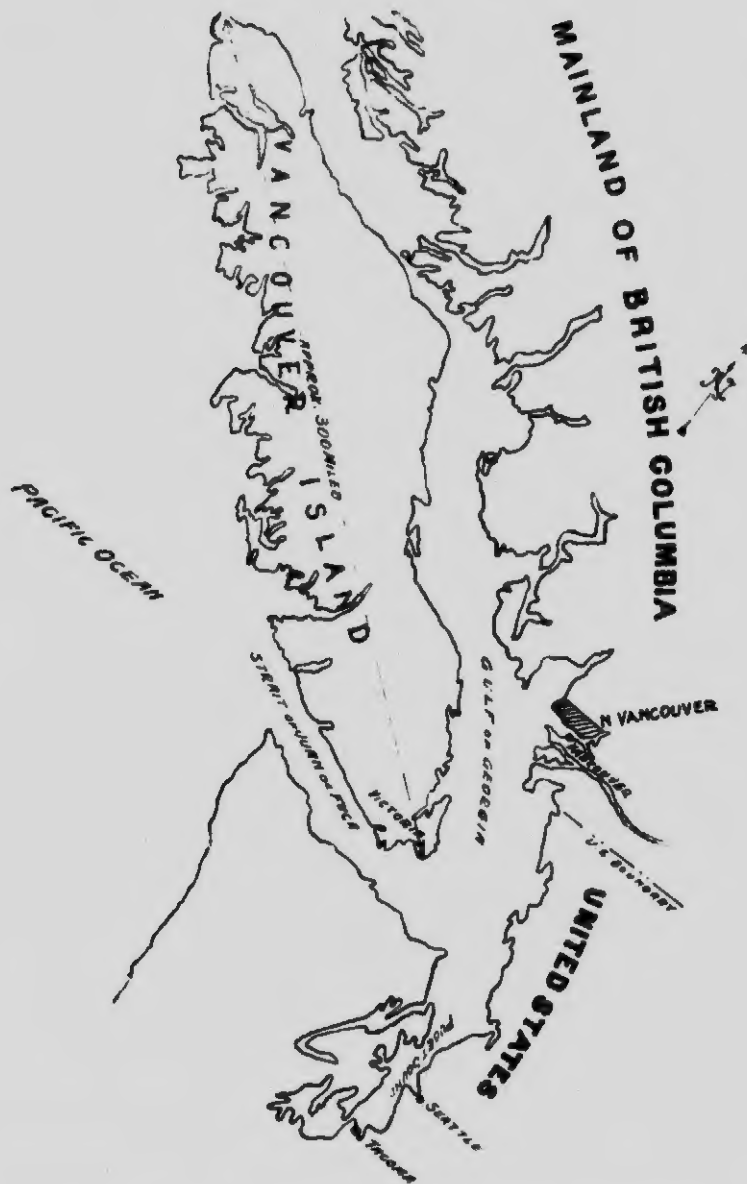
THE NORTH VANCOUVER MOUNTAINS

armoured by the crystallized sentiment of the old Orient. The ultimate Iattalia are the forces which make for progress in Nature, forces perennially radiating, swift and electrolytic, yet reconstructive, when recognized, mild and genial in action as the Spring, yet universally compelling towards the ever-changing, ever-perfecting order of the cosmos. The operative agencies visible to the eye are those of commerce. Unintermittently the armadas of peace, the argosies of the Northwest, bear to and from the margin of Asia the produce mutually productive of betterment and wealth. Mutual interests bind together commercial correspondents, and the reciprocated cordiality of mercantile communities is the seed of international amity. The increasing wealth and independence of Asiatic traders begets partiality towards that order of things from which their material amelioration has arisen; with increased intercourse the horizon broadens, prejudice melts, and the nuclei of old world commerce perceive in the advance of the newer order the irresistible movement of events, an advance intolerant of aged infancy, before which the ancient races must die out of the old stagnant civilization, and be born into the life of the modern order, or must decline and wither. From the foci of commerce to the seats of authority is often but a step, and with realization of the issues at stake the law of self-preservation will inevitably compel the self-assimilation of the old world to the spirit and progress of the new.

THE BASE OF OPERATIONS.

As the base of operations in this campaign, the Northwest littoral of our continent discharges a cosmic function. Its ports become world-ports (not mere gateways of trade and currency), but portals of progress—doors of embarkation, whence go forth the forces that overcome in the contest of the ages, but which overcome to re-establish with enlarged consciousness the organic life of the race. If the Germans (as Goethe told them on the field of Valmy) could say they had been present at the beginning of a new epoch, much more may every active inhabitant of Tacoma and Seattle, Vancouver and North Vancouver feel that he is contributing to that maritime base whose operations have already begun to change the condition of Asia.

The last vantage point chosen by Canada in this contest is the new maritime city of North Vancouver, to the advent of which, at the present time, wide significance attaches. The following cursory glance at the British Columbia littoral will indicate the most important points in the Canadian base of operations. The international bearings of Canada's western commerce having first been touched upon, it here becomes requisite to turn to those aspects referring more particularly to the Pacific province and cities of the Dominion.



PLAN SHOWING POSITION OF NORTH VANCOUVER IN RELATION TO
VANCOUVER ISLAND AND PUGET SOUND

**That Nature has Permanently Placed the Maritime
Primacy of British Columbia on Burrard Inlet
Will Shortly be Evident.**

THE chief Pacific harbor of the Canadian half-continent is within the zone of greatest commercial activity, and on an almost direct line from Liverpool, through Montreal or New York, to the ports of China. On its east the Fraser Valley forms the chief land viaduct to interior Canada and the Atlantic, the cars of three trans-continental railways, besides those of minor roads, connect with its shores, and its natural maritime correspondence is with three continents and the Australasian littorals.

As Vancouver Island, 300 miles long, lies just west of the southern mainland of British Columbia, the leading port of the Province must be in one of the following positions:

- 1st. On the mainland to east of Vancouver Island,
- 2nd. On the mainland to north of Vancouver Island,
- or 3rd. On the west coast of that Island,

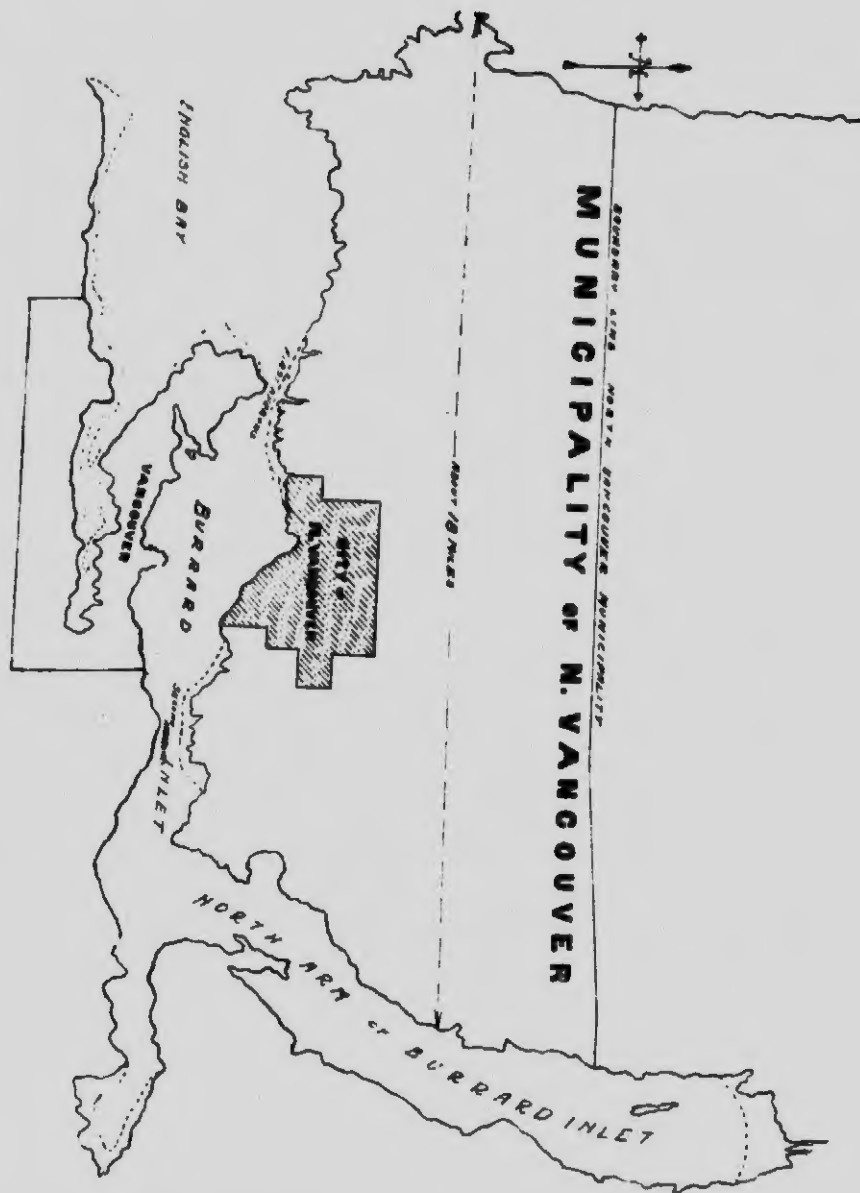
Burrard Inlet, the most southerly harbor of the Canadian mainland, is sheltered by the south end of the Island, and vessels sailing from the Inlet have merely to round the southern extremity of the Island in order to face the open Pacific.

**NO PORT EAST OF VANCOUVER ISLAND CAN COMPETE WITH
BURRARD INLET.**

In the case of any mainland harbor lying within 200 miles north of Vancouver, longer approach to the ocean would constitute a serious handicap. From, for instance, a mainland harbor lying about 150 miles north of Vancouver, vessels would have to ascend or descend the Gulf of Georgia for just such 150 miles before they could pass around Vancouver Island and steam straight for the open sea; that is, they would have to sail a hundred and fifty miles farther than a vessel from Burrard Inlet before beginning their ocean journey, a handicap so serious during foggy weather and the stormy winter season that no port laboring thereunder could keep abreast of Burrard Inlet.

**NO PORT NORTH OF VANCOUVER ISLAND CAN COMPETE WITH
BURRARD INLET.**

In the case of harbors situated to the north of the Island, the land passages connected by such harbors with the ocean highways, being within a severer frost-belt than the land highway from Burrard Inlet, would be less efficient transportation routes by reason of greater interruptions during heavy snows and landslides. While such a condition would not prevent the northern inlets' becoming ports of



INDEX PLAN OF BURRARD INLET, BRITISH COLUMBIA

consequence, it would, nevertheless, restrict the winter operations on such inlets in a degree not experienced in the more southern latitude of Burrard Inlet, and would thus entail to the northern ports inferiority as distributing points.

There are the further advantages in Burrard Inlet's favor that the large aggregate of freight and tourist traffic between the United States and the Orient, which avails of Canadian steamships, will continue for the most part to prefer Burrard Inlet because of its being the port nearest to the Republic.

NO PORT ON VANCOUVER ISLAND CAN COMPETE WITH BURRARD INLET.

As regards the west coast of Vancouver Island, the relative size of the Island would prohibit any port's being the leading port of the Province which had, or depended alone on, the Island transportation business. To become the chief port of the Province, a port on the Island would therefore require to command a large part of the business of the mainland, and, in respect of such mainland business, the west coast of Vancouver Island would lack the second condition necessary to a great port, namely, a continuous land highway to the interior of the continent. As the unloading and reloading of merchandise on both the mainland and island, that is to say, as the double transfer of continental and oceanic freight would veto success, the Island port would demand a railway either tunnelled through the Island mountains, or surmounting and crossing them by a series of detours, and also that the cars of such railroad should be ferried across the Gulf of Georgia to or from the rails of the mainland terminus. But by reason of its greater expense, its inconvenience, and the critical passage of the Gulf by ferried trains during rough weather, this ferry link in the chain of communications, while it would subserve fast mail, passenger, and limited freight service, would not prove practical transportation for the general business of a leading port. No port whose business was reared on such an alloy of transportation methods could compete successfully with a port favored by natural conditions as is Burrard Inlet, which must remain the most important gateway of Canada on the Pacific.

Relevant physical conditions and impending railroad developments justify the confident forecast that ere many years

NORTH VANCOUVER MUST AT LEAST RANK SECOND AMONG CANADA'S PORTS ON THE PACIFIC.

The chief reasons for this are:

1st. North Vancouver occupies one side of the best and most advantageously situated harbor on the Dominion's West Coast.



NORTH VANCOUVER — WHEN THE FIRST HOTEL STARTED

2nd. The North Vancouver side of the harbor has twice as much serviceable seaboard as the other, or south side.

3rd. The North Vancouver side has still enough unapplied seaboard to accommodate many railroads, whereas a railroad shipping base on the southern shore is now virtually unobtainable.

As opportunity may have been wanting for close observation of the harbor, the following remarks are added: Owing chiefly to the form and character of Burrard Inlet, North Vancouver is bounded on three sides by navigable water and has, virtually, over forty miles of continuous shoreline, of which twenty-one miles are either suitable for or adaptable to wharfage and shipping. Of the frontage on the south or Vancouver side of the Inlet, about nine-and-a-half miles are serviceable for shipping. As the Canadian Pacific Railway is built upon and (along with the Great Northern Railway) controls almost this whole useful shoreline, it is doubtful whether at any practical price an adequate independent footing for shipping operations is available on the Vancouver side for a competing road or company. On the North Vancouver side there are still over sixteen miles of adaptable water-frontage unappropriated by railroads or other industrial enterprises—enough to accommodate a dozen roads without cramping other industries.

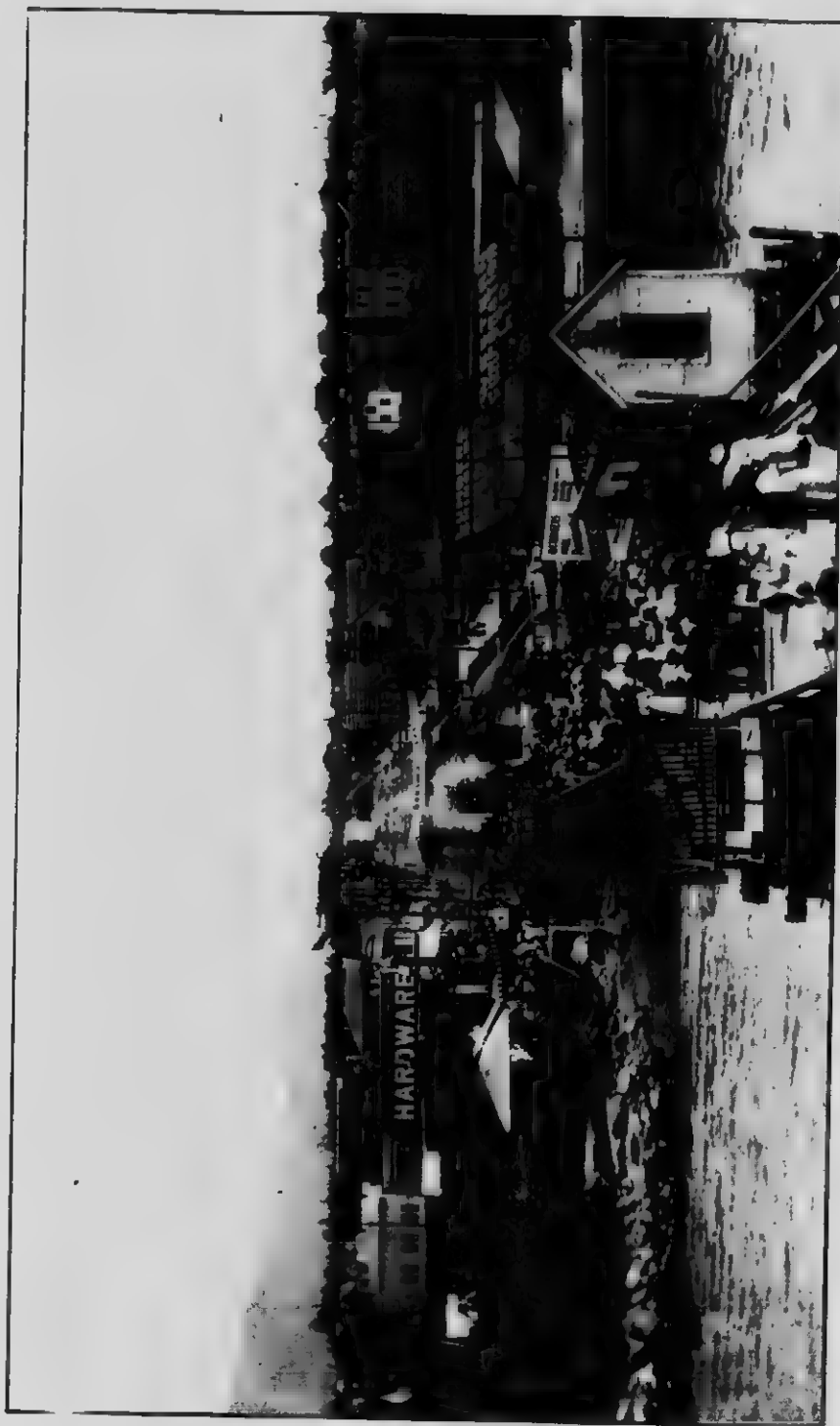
NORTH VANCOUVER AS A RAILROAD BASE.

Not only has North Vancouver a preponderance of frontage on the best western haven of Canada, so great as to ensure its future eminence, but establishments on its wharfage levels have been, and are, sought by railroads as only the advantages of a first rate port are sought.

The North Vancouver side of Burrard Inlet narrowly missed being the terminus of the Canadian Pacific Railway. Its great shore-length was foreseen to be of ultimate importance, but to reach it by straight route from the East, it would have been necessary, at considerable expense, to bridge the North Arm of the Inlet just five miles above the railway company's terminal wharves. The trans-continental road had cost heavily, the juncture was very inopportune for avoidable outlay, a large land bonus was offered by the Provincial Government if the railway were located on the south side, and twice the water-front of the northern littoral was reluctantly passed by for the less extensive but more economically reached southern side of the Inlet.

THE V. W. & Y. RAILWAY.

The first stage of the Vancouver, Westminster and Yukon Railway is now delimited by plans filed in the Provincial Registry Office



NORTH VANCOUVER—THE BEGINNING OF A GREAT PORT

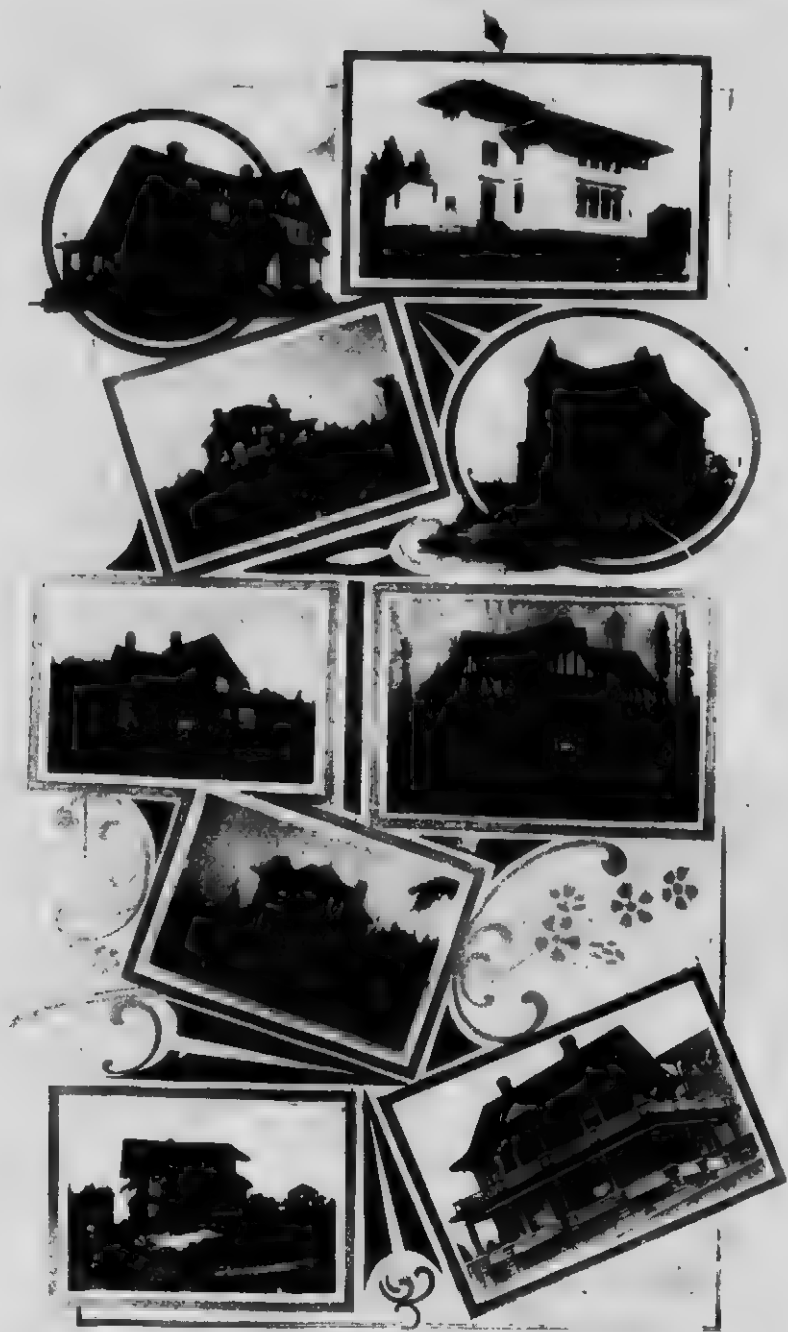
in Vancouver, and the right-of-way is roughly along the North Vancouver margin of the harbor's western basin, where about a mile of the shoreline is already owned by the official head of that railroad. The company has incurred outlay for extensive survey and other preliminaries, and its right is to base its operations on the main basin of the harbor just opposite the Canadian Pacific terminus, a position believed to constitute the best location for a railroad on the whole Pacific Coast of Canada. Location and general plan of the bridge across the Second Narrows have been approved by the Dominion Government, the Canadian Parliament has voted a subsidy of \$200,000 towards the bridge, as also \$6,400 a mile for the first hundred miles of the road, which may safely now be considered assured. As the railway company's charter extension expires on or about the 16th of May, 1910, there need be little doubt that every effort will be made to complete by that date the five miles of road necessary to connect North Vancouver with the railroad systems of the South.

OTHER RAILROAD PROSPECTS.

Completion of the Second Narrows bridge, available to all railways, will open two-thirds of Burrard Inlet to the numerous transportation roads, which have looked to it as an objective point, supplying the one requisite to enlargement of Dominion commerce by the untrammelled activities of a new and phenomenally favored port. The cars of the Vancouver, Westminster and Yukon, several trans-continental railways now on the south side of the harbor, and one or two allied roads, may be depended on to enter the wharfage levels of North Vancouver as soon as, or shortly after, the bridge is ready. The Grand Trunk Railway will probably be several years later; the Vice-President of that road having announced that, while its first branch will be to Burrard Inlet, the main line must take precedence of that branch. Five or six roads are thus to be counted on as, ere long, occupying positions at navigable water in North Vancouver, and

(THE WINNING CARD)

as certainly as independent shipping bases on the best Pacific harbor of half a continent are of value to transportation concerns, so surely will other railroads be thereby attracted to the northern side of Burrard Inlet, until its shoreline is no longer available. North Vancouver will thus probably have six and possibly double that number of railways, many of them operating at independent wharves, the more important having virtually their own steamships as feeders, the others having shipping more or less closely associated with them. As such railways will naturally do the bulk of their shipping business at their own shipping bases, **the forecast is that the largest shipping business in the Province will eventually be done at the North Vancouver wharfage line.**



SOME RESIDENCES—NORTH VANCOUVER

EXAMINATION OF THE WINNING FACTOR.

The ocean trade is a magnet to the railroads. Pressure of competition drives them to the harbor to secure revenue. The harbor's southern transfer grounds are appropriated. North Vancouver's sixteen miles of available shipping bases attract. This shoreline is of great value to Canada at large. One or two railroads controlling it would monopolize the harbor's ocean trade. The more railroads the greater the ocean trade, and, consequently, the greater the Customs revenue. Judicious government apportionment of adequate, not excessive, bases to all railroads seeking accommodation, would make this littoral the longest transportation base on the Inlet, probably the greatest shipping front of Western Canada, and would best subserve all interests of the country.

When the southern littoral was made over to the Canadian Pacific Railway Company, minor topics were overshadowed by the paramount importance of unifying Canada, politically by federation, materially by a railroad highway from ocean to ocean, and thus little attention was paid to lesser interests. Now the development of the unified country is the national policy, and development enterprises engage more attention.

Formerly the Province was unrepresented in the Federal councils, its resources were comparatively unknown, and their bearing on the national welfare inadequately apprehended. Now British Columbia is known to have the latent wealth of a great empire, and the Government is alive to its values. North Vancouver has a voice in the Canadian Parliament, where integrity, ability and energy guard her interests. The population of North Vancouver is far-seeing, vigilant and vigorous, and may be trusted sedulously to watch, and zealously to co-operate with the Dominion authorities in favoring such application of the harbor's shipping line as shall best subserve the national interests—in all respects identical with her own. But whatever destiny may be in store for North Vancouver, her future must be of maritime importance. She will support a large population, contribute, as base, to distribution of commodities over the Canadian half-continent, and yield federal and provincial governments Customs and other revenue. She will also have an international ocean trade, german to which is the observation that, owing to the calamity which San Francisco recently experienced, and the possibility of recurrent misfortune,

THE COMMERCE OF THE PACIFIC IS RE-ARRANGING ITSELF AT THE PRESENT TIME.

Since the earthquake left the great southern city in ruins, the business and population of Seattle have largely and rapidly increased,



MOUNTAIN CLIMBING
CROWN AND GROUSE MOUNTAINS, NORTH VANCOUVER

CITY of NORTH VANCOUVER

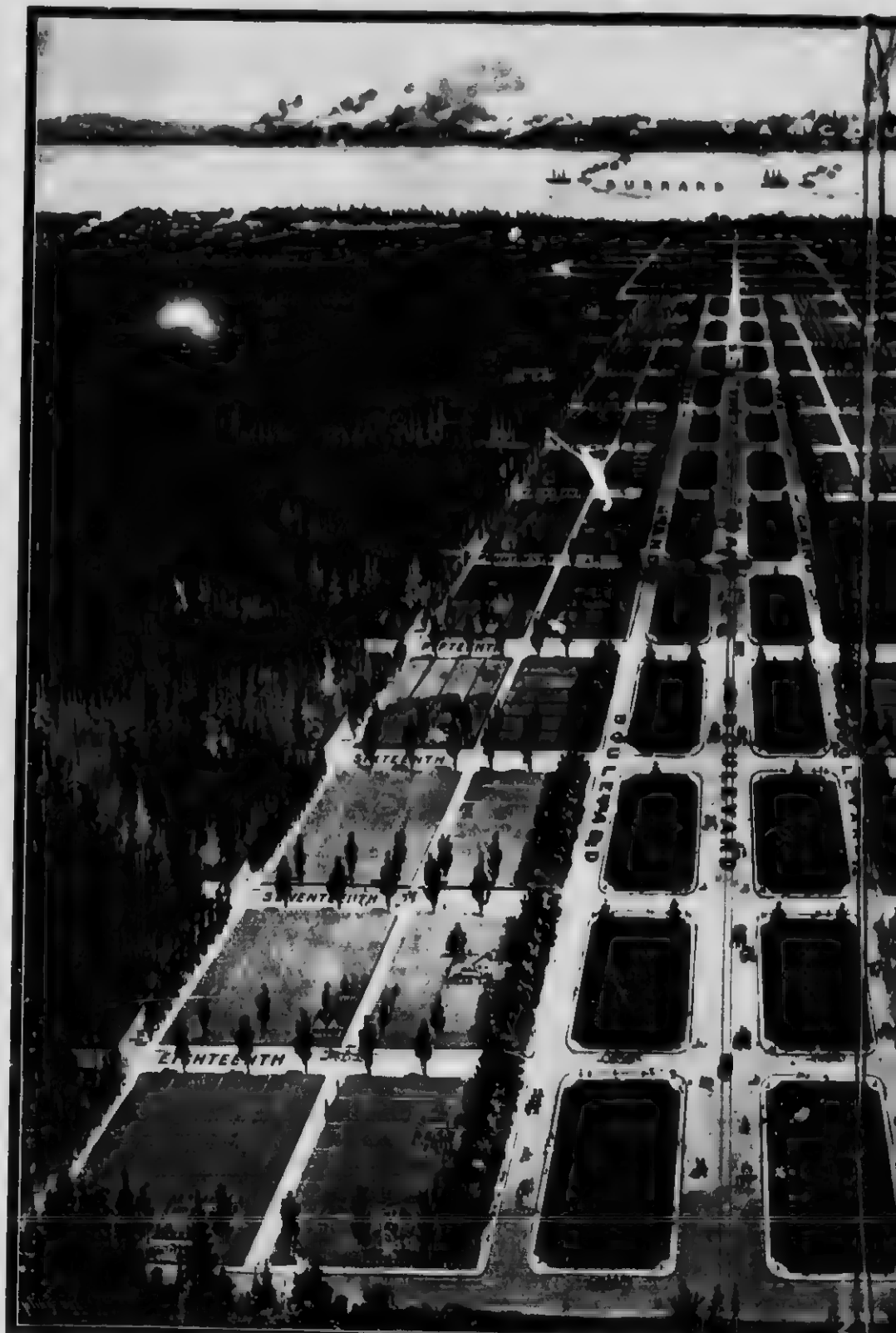
THE GRAND

DIMENSIONS OF GRAND BOULEVARD

Total Area, Boulevard and Park, say 45½ Acres

Area, about . . . 27 Acres
 Adjoining Park, over 8½ Acres

Present Length, about 1000 Yards
 Width, . . . 340 Feet



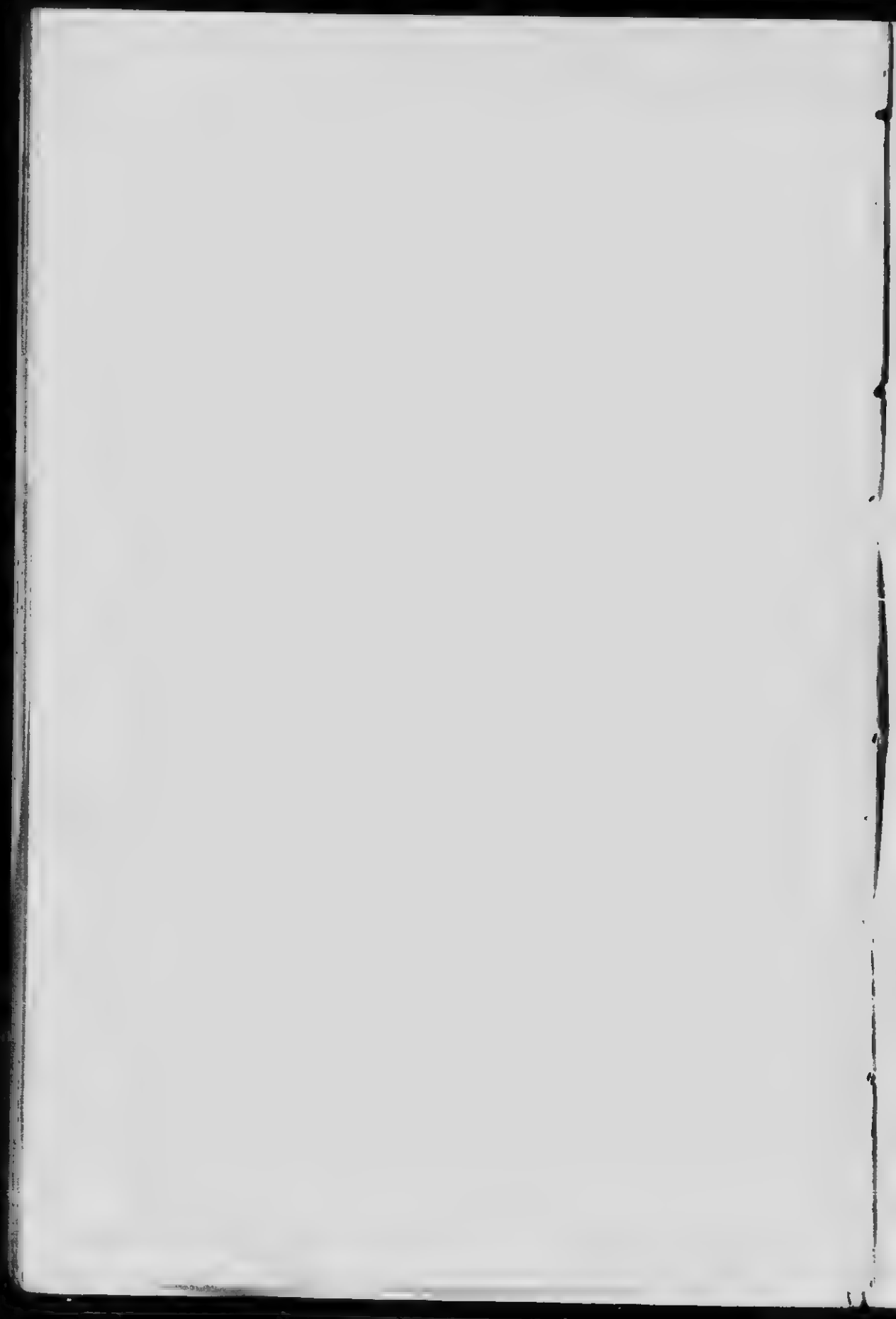
ND BOULEVARD BRITISH COLUMBIA



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THE KENNEDY CO. BATTLE



and Puget Sound is fast becoming the chief commercial base of the Republic on the Pacific. While we should rejoice to see San Francisco again prosperous, it is evident that the American ocean trade is moving northwards, and that its greater bulk will pass through the Strait of Fuca. That strait being the approach to both Puget Sound and Burrard Inlet, and similar distances from both Seattle and Vancouver, the geographical conditions are as favorable to trade expansion at Vancouver as at Seattle. The only reasonable outlook is thus for rapid increase in the traffic of Burrard Inlet, and should the main basin of the harbor be made a free port, all previous growth would be left far behind by the progress of a decade.

WHY NORTH VANCOUVER IS AN OPEN AIR SANITARIUM.

AIR.—To the west Vancouver Island acts as breakwater and wind screen, disrupting the ocean storms which eventually reach the harbor as moderated breezes. The tiers of the residence city rise gradually from the harbor towards the mountain masses, which, on the north and east, are storm barriers, shielding the city and port from inclement winds during winter. The exposure is thus southern, which is the preferable exposure in all ports in the northern hemisphere. The temperature is agreeably tempered by the genial Chinook wind generated by the Japan current, by mild currents of air due to the tide-flows, and by light breezes from the mountains and the Pacific, which, alternately blowing through the Inlet, pass over the surface of the city.

CLEARING.

The policy adopted of clearing away the forest prior to selling the ground has also had a great effect on summer temperatures by opening the city area to natural ventilation. Recently, by forced work with dynamite and steam engines, the timber of several hundred acres of primeval forest has been blown or wrenched from the ground and the unserviceable debris has been consumed. There were lately at one time, within a square quarter of a mile, thirteen piles of forest refuse a hundred and fifty feet wide at the base and about seventy feet high drying prior to being burnt; an illustration of clearing by modern methods unexampled by any other city on this coast. The deforested tract now varies in width from a mile and a half to two miles. The clearing exempts residents from the injurious breath of decaying vegetation and is rewarded by rapid settlement.

The air seemingly offers a guarantee of health, while vegetation, by reason of southern exposure, is several weeks earlier than on the south side of the harbor.



CLEARING THE TOWNSITE — FIRST STAGE



CLEARING—PILING THE DEBRIS BY STEAM ENGINE



CLEARING --- PILES OF DEBRIS, FIFTY TO SEVENTY-FIVE FEET HIGH, DRYING PRIOR TO BEING BURNT

ARTIFICIAL FACTORS.

Effort has been made to plan the original townsite so as to secure permanently the greatest physical good to the civic community at large.

SPACIOUS THOROUGHFARES have been the rule. Most streets are eighty feet wide, while some have breadths of a hundred and a hundred and fifty feet.

PARKS.—Open spaces have been provided and others are planned. There are already five public parks or gardens, exclusive of the Horticultural and Athletic Grounds, exclusive also of the

GRAND BOULEVARD.

This boulevard is nearly a mile long by a hundred and fifteen yards (346 feet) wide. It is now nearing completion, and the intention is to plant it during autumn (1908). It is believed to be the largest boulevard within any city on this continent. Parallel with the shoreline and seven hundred yards distant therefrom is the Keith Road, for the most part 150 feet wide. On one mile of this avenue as a base, the plan is that of an approximate quadrangle of boulevards with a width of a hundred yards more or less, surrounding the central square mile of the city, and supported by numerous parks and grounds, each comprising from four to twenty acres. Should present operations be continued until completion of this great public way, with supporting open spaces, the central city will be encompassed by a great artificial lung, receiving air from every point of the compass and circulating it through the residential district; health areas and pleasure grounds will be perpetuated within about a quarter of a mile of every resident of the present city, opportunities will exist for prominent architectural features, and the Boulevard will be unparalled even in Paris. The Keith Road, forming one side of the boulevard quadrangle, is now public property, the eastern or second side is assured to the public under seal of the townsite company, and the Spring of 1909 is expected to show the shrubs in flower. North Vancouver already owns, or has legal right to, over eighty-five acres of public pleasure within her city boundaries, the acquisitions for the most part being due to the public spirit of the landowners.

In this connection it is interesting to notice that in 1893 the City of Winnipeg decided that it must have public parks, and, according to the official reports up to January, 1908, had secured ten parcels of ground within the city, aggregating nearly thirty-seven acres. Of this aggregate two and three-fifths acres were donated. The ground of the remaining thirty-four and two-fifths acres cost, according to report, over \$86,000; the improvement and maintenance work on those parks has cost \$242,000, making a total of over \$328,000, and



AT THE BEND—LOWER CYPRESS CANYON



CAPILANO CREEK—LOWER CANYON



CAPILANO CREEK — UPPER CANYON



CAPILANO CREEK — HIGHER CANYON



LYNN CREEK—MOUTH FIRST CANYON



LYNN CREEK - SECOND CANYON



LYNN CREEK — THIRD CANYON

ANGELL & CO.



SEYMOUR CANYON



SEYMOUR CANYON

they comprise a less area than North Vancouver has alone in the Grand Boulevard and Boulevard Park.

WATER, DRAINAGE, ETC.—The city has throughout its system mountain water from Lynn Creek. The slope from foothills to shore gives surface drainage, and facilitates systematic sewerage shortly to be undertaken.

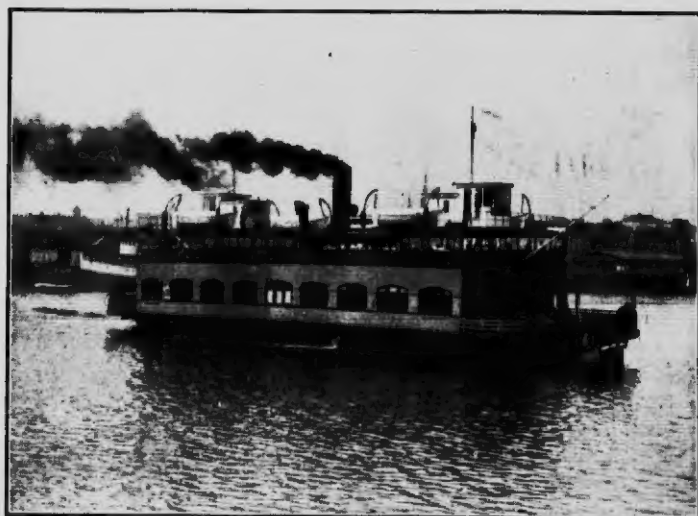
BATHING, BOATING, FISHING and SHOOTING are easily accessible.

SCENERY OF NORTH VANCOUVER, ETC.

The magnitudes of Canada, her expanses, her strengths, her grandeurs, her sublimities, her altitudes, her abysses, her beauty, her majesty, her vast variety, thrilling through the gamut of the nobler emotions, and flooding the consciousness with the apprehension of the Unseen, all have fitting gateway in the mountain-bastioned harbor of her great-hearted West—that Burrard Inlet, whence the productivity of the Dominion dispenses to the world.

Fiord of the many canyons, fiord of the snow-capped height,
Bathed in the sunset glory, or crowned by the northern light.
Port with the heart of nature, open to every land,
Where nation meets with nation and grasps broad nature's hand.

Viewed from the surrounding elevations, the cities of Burrard Inlet add attractions to one of the very beautiful fiords of the world, while from Crown Mountain the cycloramic survey has a partial radius of a hundred and fifty miles. The scenery shows recurrent alternations of land and water, mountain and forest, channel and sea, with city and active port. Northwards are the billowy and often peaked extensions of the Coast Range, to west and south Vancouver Island, the Olympics with their mirage mist, Mount Baker white above the midsummer snow-line, and far to the east the lofty crests which are the vertebræ of the continent. North Vancouver has, within seven miles of the city, eight canyons with marked variety of aspect, from the dark, frowning passage of the Cypress to the sunlit chasms of the Capilano, Lynn and Seymour. Within like distance the summits of Crown and Grouse Mountains present fascinating geological formations, and the glacial action of the past is abundantly in evidence. Few places have, within equal area, so many natural features of beauty or impressive interest.



FERRY "ST. GEORGE"

Announcement

The Grand Boulevard

| DIMENSIONS | | |
|---|-----------|------------|
| PRESENT LENGTH ABOUT | - - | 1550 YARDS |
| WIDTH | - - - - - | 346 FEET |
| AREA ABOUT | - - - - - | 37 ACRES |
| AREA OF ADJOINING PARK OVER | - - - - - | 8½ ACRES |
| TOTAL AREA of Boulevard & Park, say 45½ ACRES | | |

THE BOULEVARD, with its adjoining Park, now nears completion, and is assured to the City of North Vancouver under seal of the Townsite Company.

THIS BOULEVARD will become the most prominent feature of the new city. It will be to North Vancouver

WHAT THE CHAMPS ELYSEES IS TO PARIS,
WHAT UNTER DEN LINDEN IS TO BERLIN,
AND MORE THAN ROTTEN ROW IS TO LONDON,

because it will not only be the principal promenade and drive, but also the finest residential avenue in the Province. Its width exceeds that of the largest European boulevards with the exception of the Champs Elysees and Bois de Boulogne, which are perhaps the most prized features of Paris, and it is unequalled in any American town. To convert Georgia Street, which is the widest residential street in Vancouver, into an equal boulevard, would cost far over \$1,000,000.

As the expense of duplicating this boulevard in any large city would be prohibitive, North Vancouver is likely to retain the distinction of having the greatest residential boulevard on the continent. It will not only remain premier avenue of the West, but, in a city which is already a health resort, as a reservoir of constantly renewed air, it will perpetuate through later time in the city's midst the salubrity of the surrounding country.

IT HAS ANOTHER CARDINAL CHARACTERISTIC

Property fronting on the Boulevard sells on the condition that for a period of twenty years no building other than residential and of \$4,000 minimum cost can be built facing the Boulevard, unless a definite majority of the owners of the land fronting on the Boulevard register their signed consent to change of this condition. This Boulevard is thus protected as an avenue, on which good residences can be built without fear that stores or depreciative structures will be erected next to, or near, them.

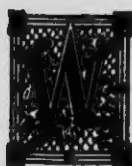
Further, the permanence of the Boulevard as the choicest residential location is assured by the fact that it will later prove utterly beyond the financial power of the city to purchase any similar area out of which to construct an avenue with equal residential amenities. The location was the choice of the whole townsite, high, dry, with midway park and commanding view.

*The North Vancouver Land and
Improvement Company, Ltd. Ltd.*

**MAHON, McFARLAND &
MAHON'S ANNOUNCEMENT**

Lots on Grand Boulevard

NORTH VANCOUVER



WE have now ready for sale lots fronting on the Boulevard.

We give our unqualified recommendation of these lots.

We have never offered any North Vancouver property with more confidence of full and enduring merit. The value is sound, and, at prices asked, we consider them the cheapest lots on the market.

Besides these Boulevard lots we have other lots for sale which do not front on the Boulevard, but which are so near it that they partake of Boulevard advantages. We cannot doubt that the Boulevard will make its vicinity the most excellent residential locality in the City of North Vancouver, that in two years it will be known all over Canada as the finest residential avenue in the Dominion, and that it will give high values to the adjacent property.

We are now arranging for planting the southern half of the Boulevard, which we are authorized by the Mayor of North Vancouver to state will be kept in order by Park Commissioners, as soon as the requisite authority is conferred by Parliament.

Full particulars, maps of ground as surveyed, prices, terms, etc., may be had on application at our offices, corner of Pender and Seymour Streets, Vancouver, B. C.

Mahon, McFarland & Mahon

Limited Liability

City of Parliament